

Q3
Cmt
when de-energized. The outlet valves can be actuated from first power circuit E1 as well as from second power circuit E2. This is attained, for example by two independent valve windings or by decoupled redundant control lines.--.

Please replace the paragraph beginning at page 7, line 25, with the following rewritten paragraph:

Q4
--The actuator shown in Figure 4 has increased availability. It is preferably used only on the front axle of the braking system. In the proper operating state, shut-off valve TVPS, which is closed when de-energized, is open, i.e., energized. When the brake is operated, pressure from high-pressure accumulator HS is fed into the wheel brake circuits via inlet valves EVVR and EVVL. Operation of the outlet valves from control module VA maintains or reduces the pressure. As described above, hydraulic pump HP is activated to again increase the pressure at the time of a braking operation and/or when the accumulator pressure drops. It charges the accumulator via the open shut-off valve. In the event of a fault, e.g., a leak in the accumulator circuit between the shut-off valve, hydraulic accumulator and redundant inlet valves (see brake line 204), the shut-off valve is closed. The leak is detected, for example, by the wheel brake pressure characteristics and/or the accumulator pressure characteristics. The pressure required for a braking operation can then no longer be obtained from the accumulator but rather it is produced by the pump as required by the brake. In contrast to normal operation, the result of this is a reduction of braking pressure buildup dynamics and the loss of the chronological separation between pressure production and wheel brake control; however, the other properties of the braking system such as wheel-individual braking force modulation and maximum attainable pressure level are not adversely affected.--.

IN THE CLAIMS:

Amend claims 1-5, 8 and 9 as follows:

Sub
b1
1. (Amended) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

Q5
generating control driving signals for valve arrangements for a control of a braking pressure in a first group of the wheel brakes from a first power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second power circuit that is independent of the first group of the wheel brakes; and

b1
cont

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

when the fault affects those of the wheel brakes supplied by the first power circuit, the control driving signals for one of the valve arrangements are generated, a power for an activation of the one of the valve arrangements originating from the second power circuit, and a warning is generated to inform a driver of fault detection.

2. (Amended) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in one of the wheel brakes from a first power circuit, a braking pressure being provided by at least one of an accumulator and a pump; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

Q5
cont

when the fault occurs in one of an accumulator circuit, a pump circuit, and the first power circuit, a valve is activated at a brake actuator of a front one of the wheel brakes, the valve isolating the pump circuit from the accumulator circuit.

3. (Amended) The method according to claim 1, wherein:

when the fault condition occurs, the control driving signals are generated to actuate at least one of additional valve arrangements and existing valve arrangements via a redundant electrical control on the basis of the power of the second power circuit.

4. (Amended) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in a first group of the wheel brakes from a first power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second power circuit that is independent of the first group of the wheel brakes; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

b1
Cont
Q5
Cont

when the fault affects those of the wheel brakes supplied by the first power circuit, the control driving signals for one of the valve arrangements are generated, a power for an activation of the one of the valve arrangements originating from the second power circuit; and

in a fault condition of one of the wheel brakes, a speed of the motor vehicle is limited.

5. (Amended) A method for controlling wheel brakes in an electrical braking system of a motor vehicle, comprising the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in one of the wheel brakes from a first power circuit, a braking pressure being provided by at least one of an accumulator and a pump; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply, and an electrical system of the electrical braking system, wherein:

when the fault occurs in one of an accumulator circuit, a pump circuit, and the first power circuit, a valve is activated at a brake actuator of a front one of the wheel brakes, the valve isolating the pump circuit from the accumulator circuit; and

in a fault condition of one of the wheel brakes, a speed of the motor vehicle is limited.

8. (Amended) The method according to claim 1, wherein:

when the fault condition occurs, control driving signals of a control module of those of the wheel brakes corresponding to rear axle brakes are generated to activate additional valve arrangements via which a braking pressure in those of the wheel brakes corresponding to front wheel brakes is set.

9. (Amended) A computer program for causing a computing unit of a control unit to perform the steps of:

generating control driving signals for valve arrangements for a control of a braking pressure in a first group of wheel brakes from a first power circuit and for a control of a braking pressure in a second group of the wheel brakes from a second power circuit that is independent of the first group of the wheel brakes; and

detecting a fault in an area of at least one of the valve arrangements, a pressure supply,